

Chapter 9: MCDS and OPDS

9.0 Specialized Outfitting

The following chapter discusses two types of specialized outfitting managed by the RRF: MCDS, which is used to transfer cargo between ships; and OPDS, which transfers petroleum products to units on the shore. The unique outfitting items that support these systems are managed differently from other RRF property.

9.1 Modular Cargo Delivery System (MCDS)

The purpose of the Modular Cargo Delivery System (MCDS) is to enable RRF vessels to participate in an underway replenishment (UNREP). This replenishment can occur by means of a highline that connects the MCDS vessel with another vessel, or by helicopter (called VERTREP). This section deals with the supply management responsibilities for this specialized equipment, spare parts and outfitting.

The following items make up the MCDS system:

- a. Installed MCDS Equipment
- b. MCDS Spare Parts
- c. Underway Replenishment (UNREP) Locker Outfitting
- d. Helicopter Crash/Rescue Outfitting
- e. CONREP Material Handling Equipment (MHE)/UNREP Ordinance Handling Equipment (OHE).

Currently the following ships are MCDS capable: *CAPE GIBSON*, *CAPE GIRARDEAU*, *CAPE JACOB*, *CAPE JOHNSON*, and *CAPE JUBY*.

9.1.1 MCDS Organizational Support Responsibilities

The supply management responsibilities for MCDS material are shared among the Chief Engineer, the Chief Mate and, to a limited extent, the US Navy (when em-

barked). To allow better management of their assigned equipment, outfitting and spare parts, the Chief Engineer, and the Chief Mate have each been given a separate PC-SAL.¹

9.1.2 Chief Engineer

The Chief Engineer is responsible for maintaining the configuration of MCDS equipment, and the accountability of MCDS engineering spare parts (i.e., non-outfitting items).

9.1.3 Chief Mate

The Chief Mate is responsible for maintaining the accountability of MCDS outfitting. When a Navy CART Team is deployed with the vessel, the CART Team will be given access to all UNREP, HELO Crash/Rescue, and CONREP outfitting items. Following the exercise the Chief Mate will document in PC-SAL any items that were lost, damaged, destroyed, or consumed by the Navy during the evolution.

9.1.4 Separate Storage

To avoid mixing databases, the two inventories will be stored in separate spare parts boxes or cabinet drawers. Under no circumstances will HM&E spare parts, managed by the Chief Engineer, be stored in the same box or cabinet drawer with MCDS outfitting items managed by the Chief Mate.

9.2 Off-Shore Petroleum Discharge System (OPDS)

The Off-Shore Petroleum Discharge System (OPDS) gives the RRF the capability to pump petroleum products and other liquids from an RRF vessel to ground forces on the shore.

The following items make up the OPDS system:

- a. Installed OPDS Equipment
- b. OPDS Spare Parts

¹ Maritime Administration Policy Decision Memo 01-1, dated July 12, 2001.



- c. OPDS Outfitting
- d. OUB Outfitting
- e. OUB Spare Parts

Currently the following RRF ships have OPDS capabilities: *CHESAPEAKE*, *MT. WASHINGTON*, *PETERSBURG* and *POTOMAC*.

9.2.1 OPDS Organizational Support Responsibilities

The day-to-day shipboard supply management responsibilities for OPDS equipment, outfitting and spare parts are shared among the Chief Engineer, the Chief Mate and, when embarked, the US Navy SEABEES (see Appendices M and N). The Chief Engineer and the Chief Mate each have been given a separate PC-SAL to allow them to independently manage their assigned equipment, outfitting material and spare parts.

9.2.2 Chief Engineer

The Chief Engineer is responsible for maintaining the configuration of OPDS equipment, and the accountability of OPDS engineering spare parts (i.e., non-outfitting items).

9.2.3 Chief Mate

The Chief Mate is responsible for maintaining the accountability of OPDS outfitting. During an exercise when a Navy Seabee Detachment is deployed with the vessel, the SEABEES will be given access to all OPDS Outfitting items. Afterwards the Chief Mate will document, in PC-SAL, any items that were lost, damaged, destroyed, or consumed by the Navy.

9.2.4 Separate Storage

To avoid mixing databases, the two inventories will be stored in separate spare parts boxes or cabinet drawers. Under no circumstances will HM&E spare parts, managed by the Chief Engineer, be stored in the same box or cabinet drawer with OPDS outfitting items managed by the Chief Mate.